

British Columbia
Electric Railway Co. Ltd.

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BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY LIMITED

Subsidiary Companies

Vancouver Power Co.	Vancouver Gas Co.
Vancouver Island Power Co.	Victoria Gas Co.
Vancouver, Fraser Valley & Southern Railway Co.	

Offices

34 Nicholas Lane Lombard Street, London, England	Hastings and Carrall Streets Vancouver, British Columbia, Canada
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Directors

R. M. Horne Payne (Chairman)

J. Blundell Brown	E. L. Evan-Thomas
Harold G. Brown	E. Maes Harvey
J. Buntzen	G. P. Norton

General Manager

R. H. SPERLING, Vancouver, B. C.

Foreword

THE British Columbia Electric Railway Company Limited was incorporated in 1897 and immediately took over the operation of public utilities in the form of electric tramways and light and power service for the districts of British Columbia, of which Vancouver, Victoria and New Westminster were the urban centres, the operations of the companies previously serving the public in these lines at the various points having been unsatisfactory and the career of the concerns unsuccessful.

With firm confidence in the development of its territory through the location of great cities, well-populated

suburban districts and thriving agricultural communities within its field of operation, the Directors outlined at the very outset of the Company's existence an extension program which looked far into the future. British Columbia was then a comparatively undeveloped province and but little was known in the outside world concerning its great possibilities. As a result of this condition many doubted the wisdom of the Company's extensive development, on account of the large expenditure involved.

Today, after a period of operation extending over

fifteen years, the foresight shown by the Company in planning great things immediately upon its entering the field is shown to have been amply justified, as the development throughout its territory, covering the entire term, has been of a character which has been classed by men of world-wide knowledge as phenomenal. This rapid growth has not, however, been the result of spasmodic "booms," as the records show that it has been of the constant and steady type which indicates permanency in every line.

The progressive policy outlined by the Company upon its entering the territory has marked its career throughout the entire fifteen years of its history. Step by step it has kept pace with the phenomenal development of its field, constantly acquiring new interests, constructing great power plants, extending tramlines throughout urban and suburban centres and linking its field together from end to end by a system of interurban lines, providing light and power service through the extension of its wires as the march of settlement moved onward and industrial needs developed, etc., etc. It may be truthfully said that no history of the development of British Columbia during recent years can be written without ascribing considerable credit to the British Columbia Electric Railway Company Limited, whose farsighted policy and liberal expenditures at a time when the province was but little known did much to bring about the prosperous condition of affairs which now exists within its bounds.

The Company's operations extend over a field within which dwells, according to the recent Dominion census, over sixty per cent. of the population of British Columbia. On the mainland it covers an area which is, roughly, eighty miles east and west and twenty miles north and south, and on Vancouver Island it embraces the city of Victoria, the capital of the province, as well as adjacent districts and the rapidly-developing Saanich peninsula, lying to the north. Within this territory the Company now has an actual capital investment of \$30,000,000, covering the necessary plant and equipment for city, suburban and interurban tramway systems, light and power service and gas supply.

Rapid as has been the development throughout the Company's field during recent years, conditions now existing point to a possibly greater advance in the not distant future. The electors of British Columbia have

directed its authorities to enter into arrangements with railway companies which provide for the construction within the next few years of a system of steam railways connecting nearly every section of the province with the urban centres on the Pacific Coast, as well as giving these coast cities the advantages of direct connection with the two great Canadian transcontinental lines now being constructed across the Dominion. Across the southern boundary line two transcontinental railways have already extended their operations to the coast districts of British Columbia and are now engaged in the expenditure of millions of dollars for the development of terminal facilities. The directorates of other great transcontinental systems of the United States are reported to be considering development plans which include this province within their scope. Joined with the hopes aroused by this railway activity is the expectation of great development for British Columbia ports when the Panama Canal is opened and the new trade routes of the world, which will be established through this waterway, are outlined.

The statements contained in the preceding paragraph, taken in connection with the large investments in the province, made within the last few years by financial interests from all parts of the world, indicate a bright future for British Columbia. With its urban centres, Vancouver, New Westminster, Victoria and North Vancouver, occupying strategic locations in the working out of these development plans, the future of these points and their adjacent districts appears to be most promising. And it is within this territory that the British Columbia Electric Railway Company Limited operates. Well established, because of the knowledge and experience gained through the operation of its business in the section for the past fifteen years; fully provided with plant and equipment of the most modern type, representing an investment of \$30,000,000; with well-developed extension plans covering many years to come; the future of this strong and progressive Company, operating in its promising field, is assured.

With this foreword the British Columbia Electric Railway Company Limited presents for your inspection and perusal this booklet which, by means of its half-tones, maps and brief statements, will give you a partial outline of the operations of the Company.

Comparative Statistics

The great growth of the business of the British Columbia Electric Railway Company Limited during the fifteen years of its operation is strikingly told in brief form by the following figures:

	1897-8	Present
General—		
Capital	\$2,700,000	\$30,000,000
Gross annual income	318,724	5,855,700
Population of districts served	50,000	220,000
Light and Power—		
Generating stations (output)	2,000 h.p.	128,000 h.p.
Lamps in service	28,068	707,000
Tramway System—		
Miles of single track	40	280.77
Passengers carried annually	3,654,300	60,563,300
Numbers of cars in service	50	700

In May, 1912, the number of lighting customers noted on the Company's books was 43,750 and the connected load for industrial purposes was 37,750 h.p.

GAS SUPPLY

Miles of mains	36	139
Number of connections	2,258	14,750
Gross annual income	\$113,000	\$516,889

For the month of March, 1912, the pay roll of the Company covered 5,086 employees, the total amount of the payroll for the period being \$391,255.77.

Terminal and Office Buildings

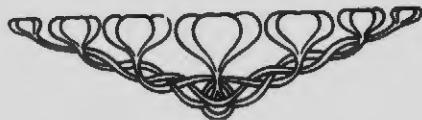
THE head office of the Company in British Columbia is located in Vancouver, where are stationed the General Manager and his staff. The office is located at the corner of Carrall and Hastings Streets, in the heart of the business centre, and will be occupied during the summer of 1912. It is a handsome, five-storey structure, erected at a cost of \$420,000, and serving as an interurban passenger terminal and office building.

The New Westminster office of the Company is located in the central business section of that city. It

also combines the demands for office accommodation and interurban passenger traffic, the spacious building, provided at a cost of \$80,000, having been opened during 1911.

The Company's office in Victoria is located at Fort and Langley Streets, in the business section of the city.

The Chilliwack office of the Company is connected with the depot at the eastern end of the Fraser Valley interurban line and forms a part of the extensive terminal plan at the point.

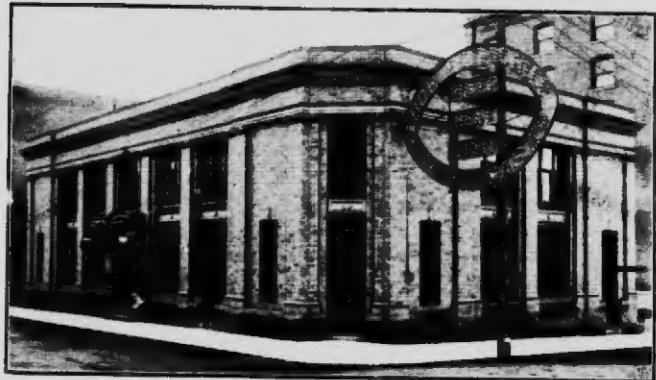


B. C. Electric
Office



And
Terminal Buildings

VANCOUVER



VICTORIA



NEW WESTMINSTER



CHILLIWACK
Page Five

Summary Generating Stations

MAINLAND

Location	Output
Lake Buntzen (hydro-electric)	43,500 h.p.
In operation	42,000 "
In process of installation	
Vancouver (steam auxiliary)	20,000 "

VANCOUVER ISLAND

Jordan River (hydro-electric)	6,000 "
In operation	6,000 "
In process of installation	
Goldstream (hydro-electric)	3,000 "
Victoria (steam auxiliary)	1,500 "
Saanich Peninsula (steam auxiliary)	6,000 "
In process of installation	
Total	128,000 h.p.

The Jordan River generating station is planned to provide a possible output of 36,000 h.p. through the installation of additional units, as may be demanded.

In addition to the above the Company has well-developed plans for the establishment of hydro-electric generating stations on the Lillooet River and in connection with Jones and Chilliwack Lakes, all these points being on the mainland. With the carrying out of these plans the total possible output will be over 200,000 h.p.

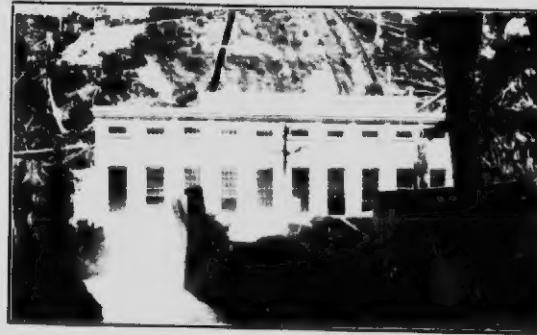


LAKE BUNTZEN

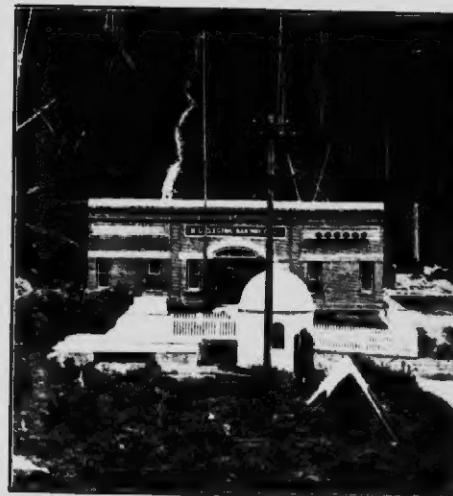
B. C. Electric Generating Stations



VANCOUVER STEAM AUXILIARY



JORDAN RIVER
Page Seven



GOLDSTREAM

Description of Principal Generating Stations

THE Company's largest hydro-electric plant is located on the North Arm of Burrard Inlet, sixteen miles from Vancouver. In this station is now installed hydraulic and electrical equipment for four units of 3,000 h.p. each and three units of 10,500 h.p. each. Work is now well advanced on the construction of a second generating station at this point, which will contain the hydraulic and electrical equipment for three units, each of 14,000 h.p., thus increasing the output of the station to 85,500 h.p.

The hydraulic energy for the operation of this great plant is derived from Lakes Buntzen and Coquitlam, the location of these two bodies of water being such in relation to the site of the generating station on the shore of the North Arm that the skilful work of engineers and the expenditure of millions of dollars has resulted in the creation of a model hydro-electric generating plant.

Lake Buntzen has an area of 500 acres, a drainage district of seven square miles and, through the construction of a dam fifty-four feet in height at its outlet, an elevation of approximately 400 feet. Lake Coquitlam lies almost directly east from Lake Buntzen, from which it is separated by a towering peak of solid granite, 4,000 feet in height. This lake has an area of 2,330 acres, a drainage district of 105 square miles and a natural elevation of 432 feet. Its location is well suited for the purposes of hydro-electric work, as the average annual precipitation of the district is 156 inches and the original sources of supply are located in the high mountains surrounding the body of water, assuring an adequate flow even during midsummer.

The plan for the utilization of this water power consists in the erection of a dam at the outlet of Lake Coquitlam, the piercing of the granite mountain separating the two lakes by a hydraulic tunnel, 12,775 feet in length, through which the flow to Lake Buntzen may be controlled as advisable, and the utilization of Lake Buntzen as a balancing reservoir.

The Lake Buntzen generating station was originally placed in service with only a small dam at the outlet of Lake Coquitlam and the construction of a hydraulic tunnel, nine by nine feet in size, through the mountain separating the lakes. The work has since been developed, the tunnel having been enlarged to a cross section area

of 192 square feet, while the great work of constructing a hydraulic earth fill dam at the outlet of Lake Coquitlam, ninety feet in height, and with a total volume of 530,000 cubic yards, is within sight of completion.

From the dam at the Lake Buntzen outlet the water is delivered to the seven hydraulic units in Generating Station No. 1, at a head of 400 feet, by means of a steel pipe line. For the three units in Generating Station No. 2 the water will be taken from the dam through steel pipes and a concrete-lined hydraulic tunnel, 2,250 feet in length and of an internal diameter of fifteen feet six inches.

The Company's principal hydro-electric generating station on Vancouver Island is located near the mouth of the Jordan River, about forty miles west of Victoria. Here one unit of 6000 h.p. is now in operation, and another unit of 6,000 h.p. is in process of installation, while the plans for the ultimate development of the station call for an output of 36,000 h.p.

The drainage area of the Jordan River is about seventy-four square miles, the average annual precipitation being seventy-five inches. In the utilization of the water power a hydraulic fill dam, fifty feet in height, has been constructed on Bear Creek at a point about twelve miles from the site of the generating station.

For 1 miles below the Bear Creek dam a diversion dam has been constructed on the Jordan River, and from this point the water is taken into a timber flume, which, with a fall of five feet to the mile, conveys it for a distance of six miles to the forebay reservoir. For the remaining two miles the water is carried in steel pipes, being delivered at the generating station, located at about sea level, at a head of 1,150 feet.

The ultimate plans for the Jordan River station call for the provision of five reservoirs at various points along the route, thus providing for the storage of water that an adequate supply may be available during low-water periods.

A feature of the Company's steam auxiliary generating plants at Vancouver and Saanich consists of the great reinforced concrete stacks forming part of the plants located at the points. These are the largest constructions of their class in the Dominion, being about 250 feet in height and of an internal diameter ranging from eleven to seventeen feet.



LAKE COQUITLAM



LAKE COQUITLAM INTAKE OF HYDRAULIC TUNNEL

B. C. Electric Coquitlam-Buntzen Hydro-electric Project



TRANSFORMER HOUSE, LAKE BUNTZEN



PIPE LINES TO LAKE BUNTZEN GENERATING STATION

Light and Power

FROM the hydro-electric stations the electric current is sent under high voltage to substations over transmission lines arranged in duplicate. At the substations it is stepped down to 2,200 volts for general distribution, being further reduced to 220-110 volts by transformers located near the point where the current is used. For lighting, single-phase alternating current is used, and for power purposes, three-phase alternating current, the power for the operation of the tramway systems being distributed at 550 volts direct current.

In connection with the high-tension transmission and distribution lines of the Company mention may properly be made of special construction features at several points. On Vancouver Island the work covers the arrangement of a forty-mile transmission line from the Jordan River station to the Victoria substation. On the mainland the high-tension lines from the Lake Buntzen station to Vancouver are strung across Burrard Inlet with a span of over 3,000 feet, being supported by steel towers and elevated 132 feet above the water. In the construction of the line to serve the Delta district the Fraser River is crossed by wires having three spans of 2,000 feet each, the supports being lofty timber towers 320 feet, 250 feet and 175 feet, respectively, in height. For the connection with North Vancouver the wires are carried on two masts, each 200 feet in height, the span being 1,000 feet. Over the Fraser River bridge at New Westminster the wires are strung on high steel towers, which give an elevation of 225 feet above the water at the "sag point."

The substations of the Company are located at numerous points throughout its territory, and several portable substations are provided to meet special demands which may arise. The capacity of these substations has been largely increased during the last few years, owing to the growth of the light and power business. Among the special features of the equipment which might be noted is the installation of three six-phase, 60-cycle rotary convertors in the Vancouver station, these being among the largest of their kind in the world.

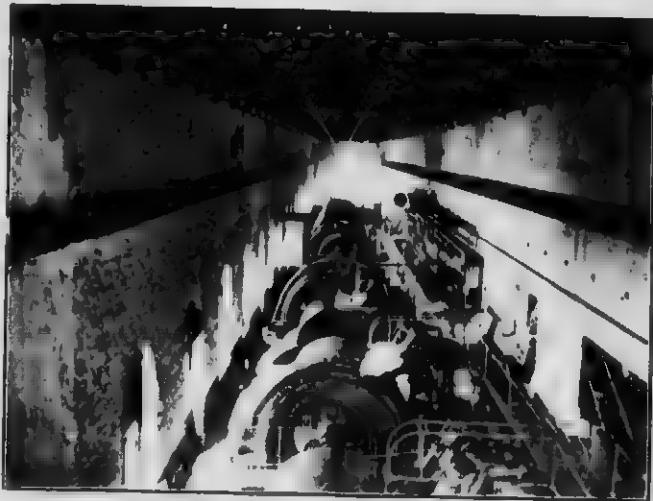
Thousands of miles of wire are strung throughout the Company's territory to meet the demands for light and power, the lines reaching almost every part of the field

where settlement has advanced. At two points, Sumas and Blaine, both in Washington, the company provides current for use in the United States, arrangements for the distribution being made by the authorities of the cities, whom the Company serves under agreement.

Public lighting forms a part of the Company's business. Among the cities and districts now served in this line, under contract, are the following: Vancouver, North Vancouver, South Vancouver, Point Grey, Burnaby, Chilliwack, Cloverdale, Steveston and Ladner. The public lighting service of New Westminster and Victoria is under civic control, but in each case the current for the operation of the system is furnished by the Company. In Vancouver, Victoria and New Westminster great advance has recently been made in street lighting methods and the principal thoroughfares of these cities are now illuminated by the "ornamental" system.

The extent of the private lighting business of the Company may be estimated when it is stated that the number of customers now on its books is 43,750. The average consumption of current for residences and places of business is also noted as increasing, owing to the adoption of electrical cooking and heating appliances in the home and the demands made upon the Company's illuminating engineers for extensive lighting plans for store interiors and exteriors, as well as the provision of illuminated signs.

The rapid development of the Company's territory has resulted in a heavy demand for current for industrial purposes. Having partially completed its great hydro-electric projects previous to the great development period of the past few years, the Company was able to meet this demand and provide the safe, efficient and convenient form of energy at reasonable rates. The business of the concern, in the line of industrial power, is now reported at a connected load of 31,250 h.p. with additional contracts of the class and of considerable amount being closed monthly. "Abundance of power at low rates" is one of the slogans of the light and power department, and the manner in which industries are adopting British Columbia Electric power at all points throughout the Company's territory is proof of the adequate service being given.

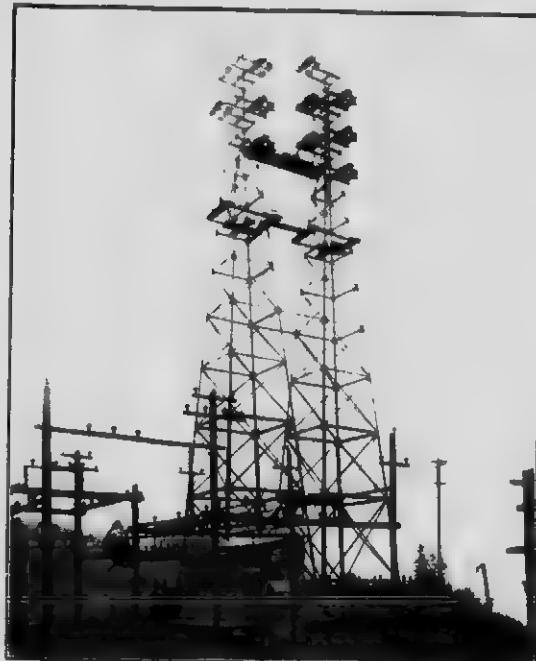


INTERIOR OF LAKE BUNTZEN STATION



INTERIOR OF VANCOUVER SUBSTATION

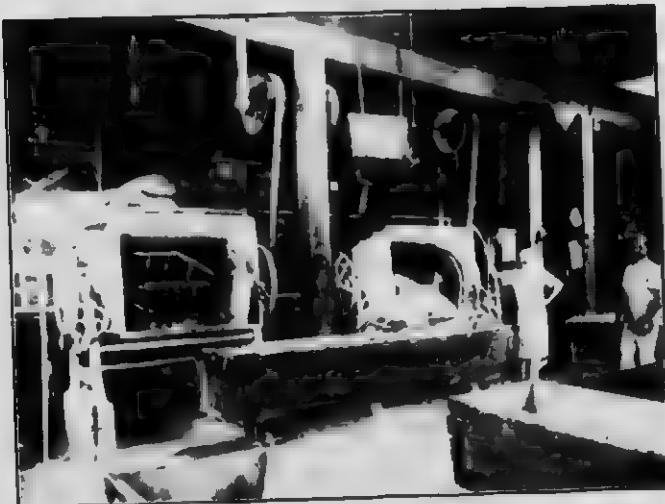
Transmission and Distribution of B.C. Electric Current



HIGH TENSION TRANSMISSION LINE TOWERS AT BARNET



LANGLEY SUBSTATION, ON FRASER VALLEY LINE

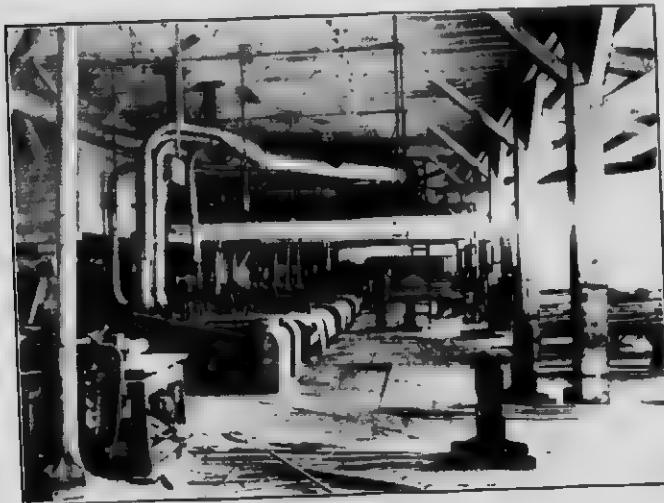


DOUGH MIXER IN BAKERY



MANGLES IN LAUNDRY

B.C. Electric Power Applied to Industries



WOOD-WORKING MACHINES



ROCK-CRUSHING PLANT



HASTINGS STREET, VANCOUVER



ENGLISH BAY PIER, VANCOUVER

B.C. Electric Current Applied for Public Lighting



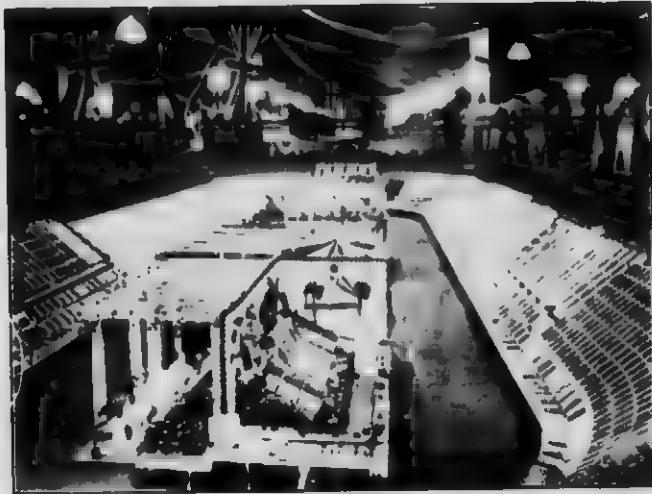
YATES STREET, VICTORIA



COLUMBIA STREET, NEW WESTMINSTER



JEWELRY STORE



HORSE SHOW BUILDING—NATIONAL APPLE SHOW

B. C. Electric Current for Private Lighting



ARTIFICIAL ICE SKATING RINK



VANCOUVER EXHIBITION—MAIN BUILDING

Summary of Tram Systems

MAINLAND—

	Miles Single track.
City and suburban	
Vancouver	77.43
New Westminster	7.55
North Vancouver	10.63
Interurban	
Vancouver-New Westminster (Central Park)	18
Lulu Island Railway	33
Vancouver-New Westminster (Burnaby)	10.87
Fraser Valley	72.42

VANCOUVER ISLAND—

City and suburban	
Victoria	28.95
Interurban	
Saanich Peninsula	22.00
 Total city and suburban lines	 124.56
Total interurban lines	156.21
 Aggregate	 280.77

These lines are owned by the Company with the exception of the Lulu Island Railway, this being operated under a lease from the Canadian Pacific Railway.

City and Suburban Lines

THE city and suburban lines of the Company cover the service in the cities of Vancouver, New Westminster and North Vancouver, on the mainland, and Victoria, on Vancouver Island, as well as the suburban districts adjacent to these centres. The population of these cities has increased very rapidly during the past decade, the last Dominion census (which is generally admitted to be below the mark) noting an advance of 119,153 for the ten years, a gain of 220 per cent. for the period. At the present time the tide of immigration to the territory covered by the Company's operations is even greater than during the term covered by the Dominion enumeration, thousands of persons being annually attracted to the district, coming from the Old Country, the Northwest and the United States, because of the natural advantages of the section as a place of residence and the great opportunities afforded by reason of the development of the province. These conditions have made it necessary for the Company to annually increase its mileage in the cities during recent years, as well as advance, as settlement takes place, into the suburban districts, and construction work covering these demands is constantly in progress at all points.

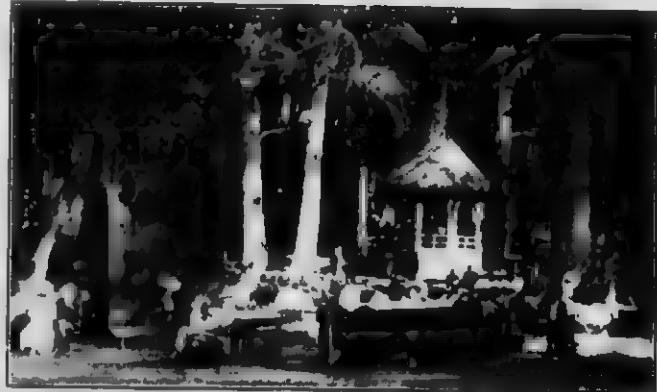
Of the Company's city systems, that covering Vancouver, the metropolis of the province, is the most extensive. This connects every residential district with the business centres and includes lines which radiate in every direc-

tion into the several districts of the surrounding municipalities. A strong advance movement has recently been evidenced in New Westminster, the result of railway activity and the prospects of harbor development, leading to the construction of tramway extensions within the city limit and into its adjacent districts during the past year, as well as the formulation of plans for future work. North Vancouver is the youngest city within which the Company operates a tramway system, but the city's growth has been exceedingly rapid and its prospects of development are very bright, owing to the several railway projects which are now proposed for the district, and the promised construction at an early date of the great bridge over the Second Narrows of Burrard Inlet, connecting the district with Vancouver. The North Vancouver lines reach the famous canyons of the Capilano and Lynn, whose grandeur and beauty are known the wide world round, making them a favorite route with the thousands of tourists who visit British Columbia annually. The Victoria system covers the business and residential sections of the capital of the province, and also includes lines running to Esquimalt, Oak Bay and other suburban points. In connection with its Victoria service the Company operates an amusement resort at Gorge Park, the natural beauties of the spot and the attractions provided making the place a favorite with tourists and others.



ENGLISH BAY BEACH, VANCOUVER

Pleasure Resorts reached by B.C. Electric Lines



TWO VIEWS IN GORGE PARK, VICTORIA
PAGE Seventeen

Interurban Lines

IN any mention of the Company's interurban tramway systems first place must be given to the Fraser Valley division, this being the longest tramline in the Dominion and one of the longest, operated by an individual company, on the continent. The division extends from New Westminster to Chilliwack, a distance of nearly sixty-four miles, or, taking into account the direct connection with the interurban lines to Vancouver, seventy-six miles. Four passenger trains of three or four cars each are daily run in each direction over the division, the journey from New Westminster to Chilliwack being made in less than three hours.

The line was opened for traffic by Hon. Richard McBride, Premier of British Columbia, in October, 1910, after several years of construction work, in which the Company's engineers conquered great difficulties, the route calling for deep cuts, heavy fills, considerable rock work and a long stretch of track over land liable to flood during high-water periods. When completed it represented an expenditure of \$3,500,000.

The course followed by the division passes through the heart of the South Fraser Valley, a rich agricultural district naturally fitted to become a source of abundant food supplies for the coast cities and only awaiting the completion of the line to assure of its rapid development. So rapid has been the settlement throughout the district since the line was opened that already milk and vegetable express trains are daily run to the coast during the summer season.

Between New Westminster and Vancouver the Company operates three interurban lines, these accommodating not only the large traffic between the cities, but also the settlements which have been established along the routes. Over the original Westminster interurban line,

which was taken over by the Company in 1897, cars are operated every fifteen minutes, this being necessary by reason of the many suburban homes located along the line. The second route is that passing through Burnaby, where great development followed the opening of the line in 1911, owing to the many desirable locations for suburban homes along the line. The third route to New Westminster is over the Lulu Island Railway, passing through the municipality of Point Grey, the site of many beautiful suburban residences, to Eburne, at which point a branch line is followed along the North Arm of the Fraser to New Westminster.

The main line of the Lulu Island Railway, after passing Eburne, crosses the North Arm of the Fraser and runs through the rich farming lands of Lulu Island, terminating at Steveston, a point which is of interest to tourists, as it is the centre of the salmon-fishing industry of the province.

The Company's interurban line on Vancouver Island runs north from Victoria to Deep Cove, with a spur to Union Bay, a distance of twenty-two miles. It passes through the centre of the Saanich peninsula, a district which occupies the same relation to Victoria as does the South Fraser Valley to Vancouver. This line is now under construction and when it is opened the rapid development of the district is assured. The Company controls several large estates along the route, which will be improved for suburban residential centres and pleasure resorts. Industrial development is also promised for the district and already construction operations are in progress on a great cement plant along the route.

Over all the interurban lines of the Company freight is carried, well-arranged yards, buildings, etc., being provided for this business at all terminal points.



AT HEAD OF SUMAS LAKE



LANGLEY PRAIRIE—MILNER IN DISTANCE

B. C. Electric Interurban Line Through South Fraser Valley



THROUGH THE HOP FIELDS, NEAR SARDIS



PROVINCIAL BRIDGE OVER FRASER RIVER

Rolling Stock

CO accommodate its tramway traffic nearly 700 units of rolling stock are provided by the Company, this number including city and interurban cars, express cars, locomotives, freight and line cars. To this number additions of every class are constantly being made to accommodate the growing traffic.

The city and suburban cars are 235 in number, nearly all being double-truck equipment of the latest type and the majority arranged for the pay-as-you-enter system of operation. In Vancouver and Victoria, where tourist traffic is heavy, handsome observation cars are provided, which are operated during the summer. For the interurban lines seventy-three cars are available, these rang-

ing from forty-five to fifty-five feet in length and fitted with proper conveniences for long journeys, a large number being equipped with the multiple control, permitting of their being operated in trains. For the freight traffic fifteen locomotives are provided, ranging from twenty-five to sixty tons, and equipped with powerful motors.

At central points along the lines are located six car barns, and four repair shops are provided to meet emergency calls. At New Westminster the Company has a large car-building plant, where many of the cars now used on its lines were constructed, several hundred men being constantly employed at the point.





FREIGHT LOCOMOTIVE



INTERURBAN PASSENGER CAR



MULTIPLE UNIT TRAIN ON FRASER VALLEY LINE AT CHILLIWACK DEPOT

B. C. Electric
Rolling
Stock



CITY CAR BUILT AT COMPANY'S NEW WESTMINSTER SHOPS



OBSERVATION CAR, OPERATED IN VANCOUVER AND VICTORIA
DURING THE TOURIST SEASON

Gas Supply

THE Company controls the supply of gas in Vancouver and Victoria, the business of the subsidiary companies covering this field showing a decided advance of recent years, because of the rapid increase of population and the energetic application of the "Cook with Gas" doctrine by the management of the concerns.

In Vancouver 109 miles of gas mains are now laid and 11,300 customers are noted on the books, while in Victoria there are thirty miles of mains and 2,573 customers. The Vancouver plant includes three large gas-holders, with a capacity of 2,750,000 cubic feet, and at

Victoria two gas-holders are provided, with a capacity of 400,000 cubic feet.

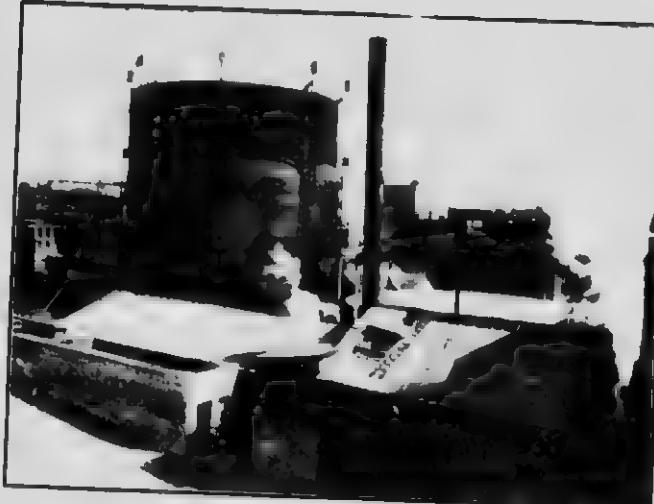
The sale of gas for Vancouver during the year 1910-11 is reported at 299,000,000 cubic feet, as compared with 213,000,000 cubic feet for the previous year, the reports from Victoria noting the sale of 47,912,000 cubic feet and 41,083,000 cubic feet for these years, respectively.

In connection with its operation the Company conducts a large business in the sale of gas appliances, and is doing excellent missionary work in the field of making housework comfortable and convenient.





NO. 5 GAS-HOLDER, VANCOUVER



CENTRAL PLANT, VANCOUVER

Gas Supply for Vancouver and Victoria



CENTRAL PLANT, VICTORIA

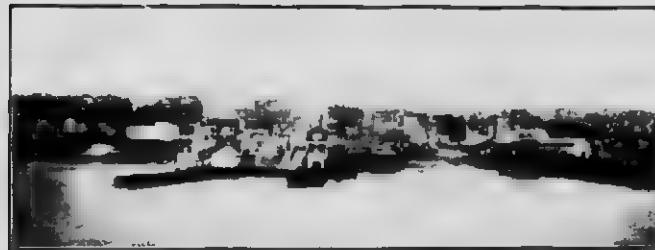


EXHIBIT OF GAS APPLIANCES



VANCOUVER

Waterfront Views in B. C. Electric Territory



NORTH VANCOUVER



INNER HARBOR, VICTORIA

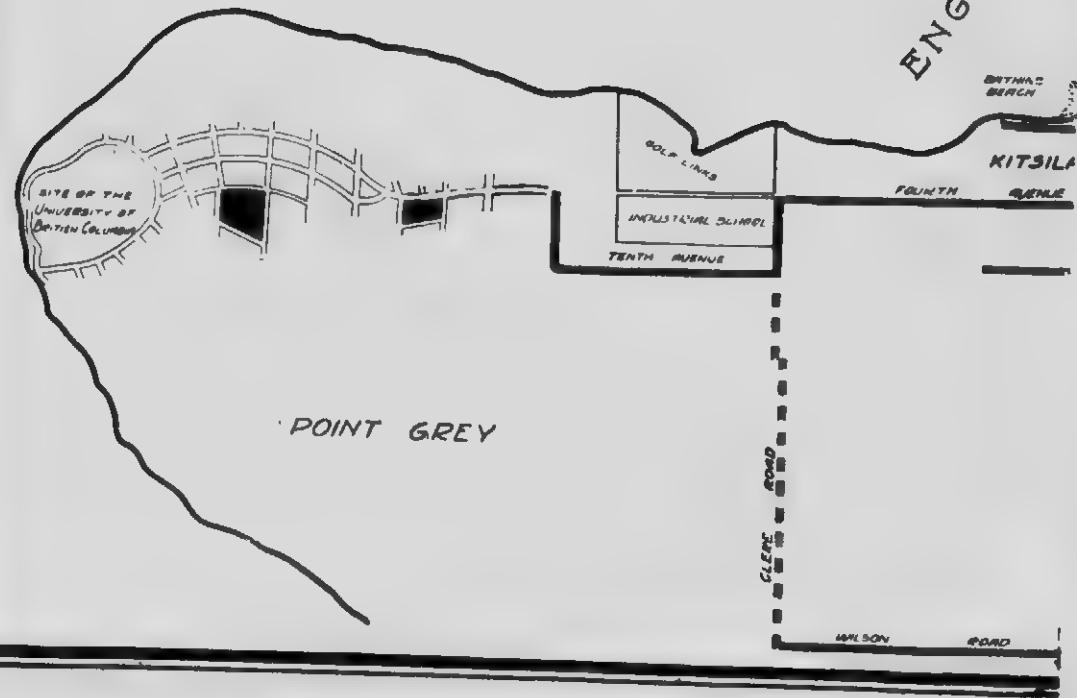


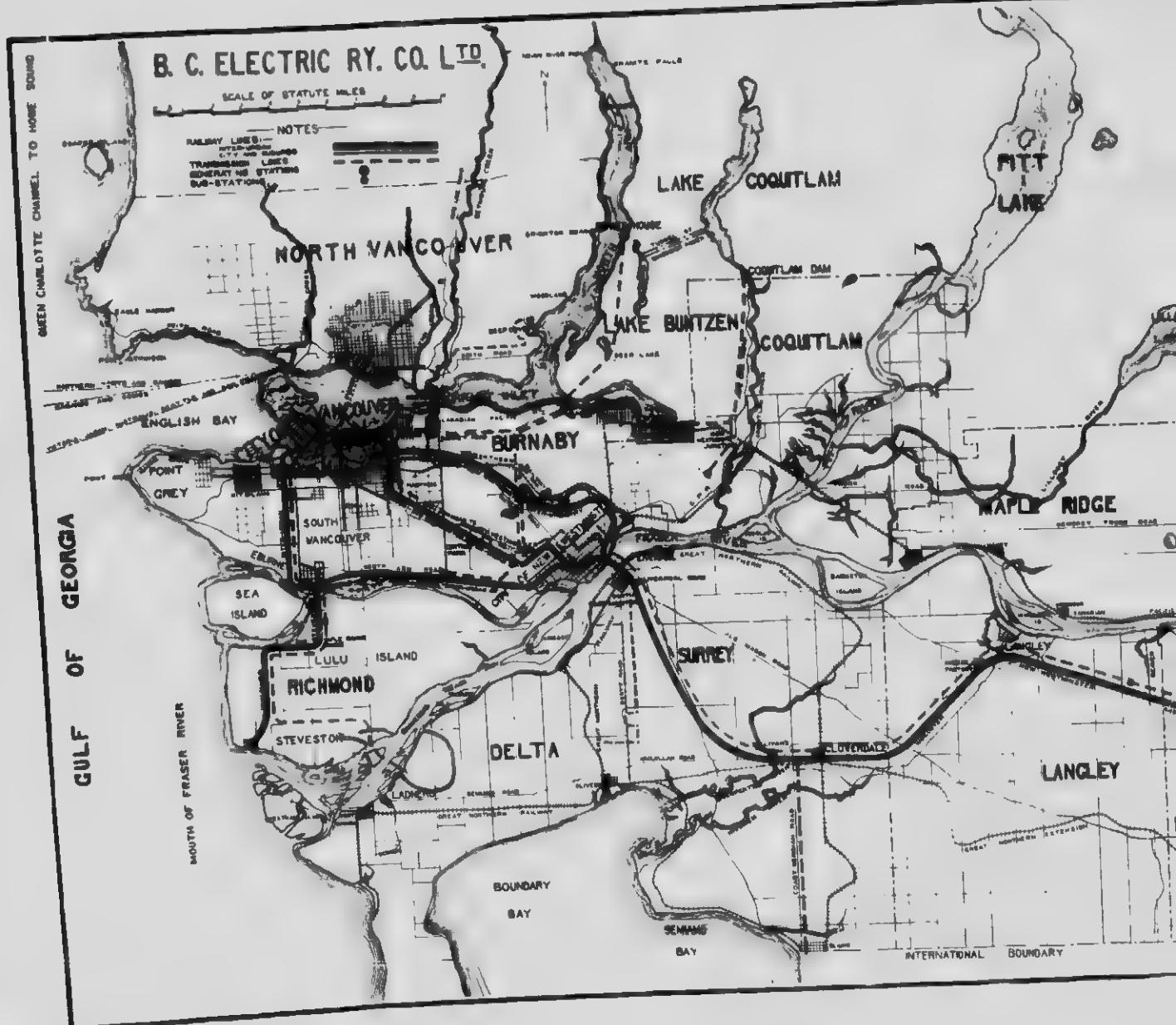
NEW WESTMINSTER
Page Twenty-four

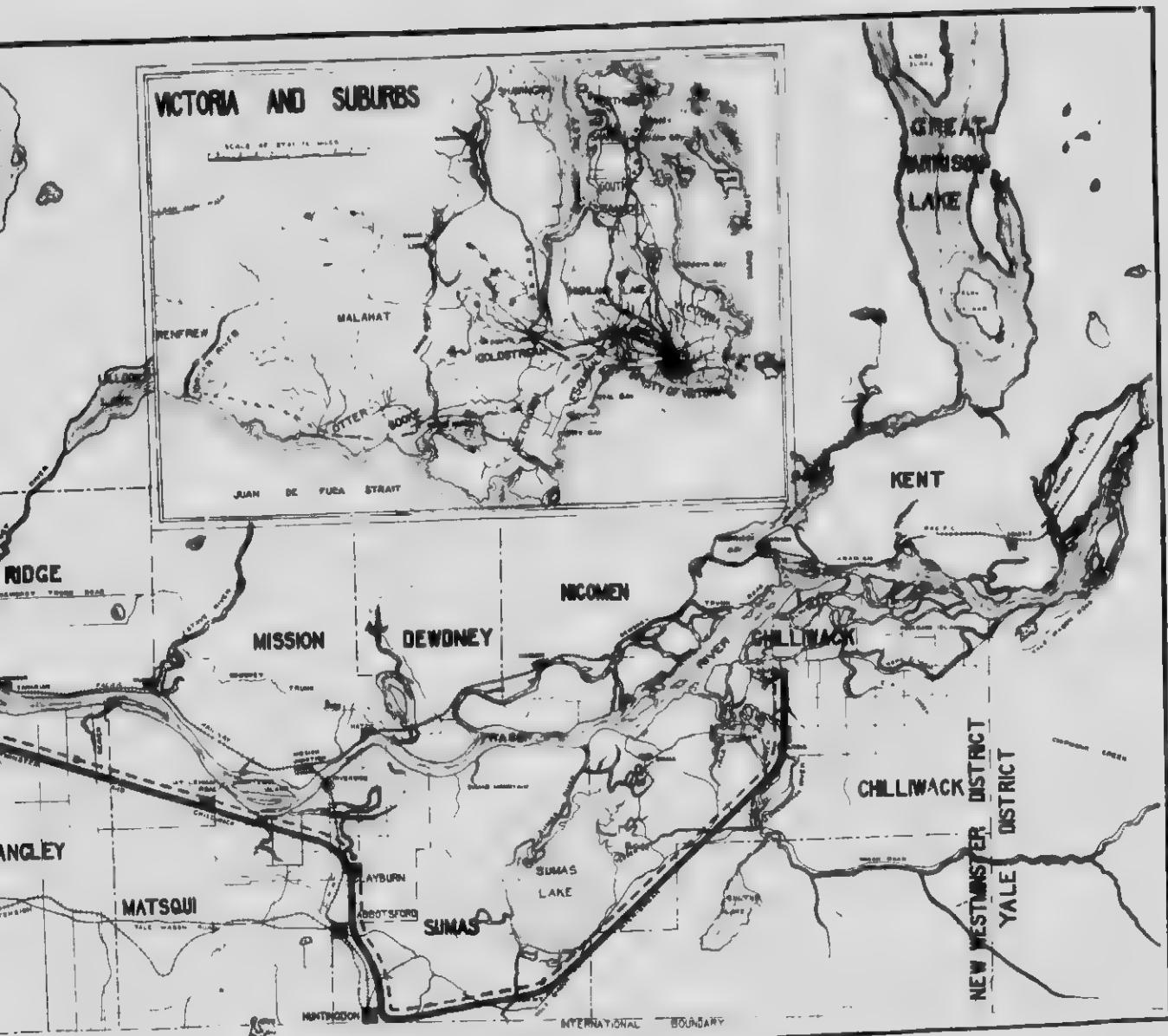


British Columbia Electric Railway Company Limited

Street Railway Lines in Vancouver and Suburbs

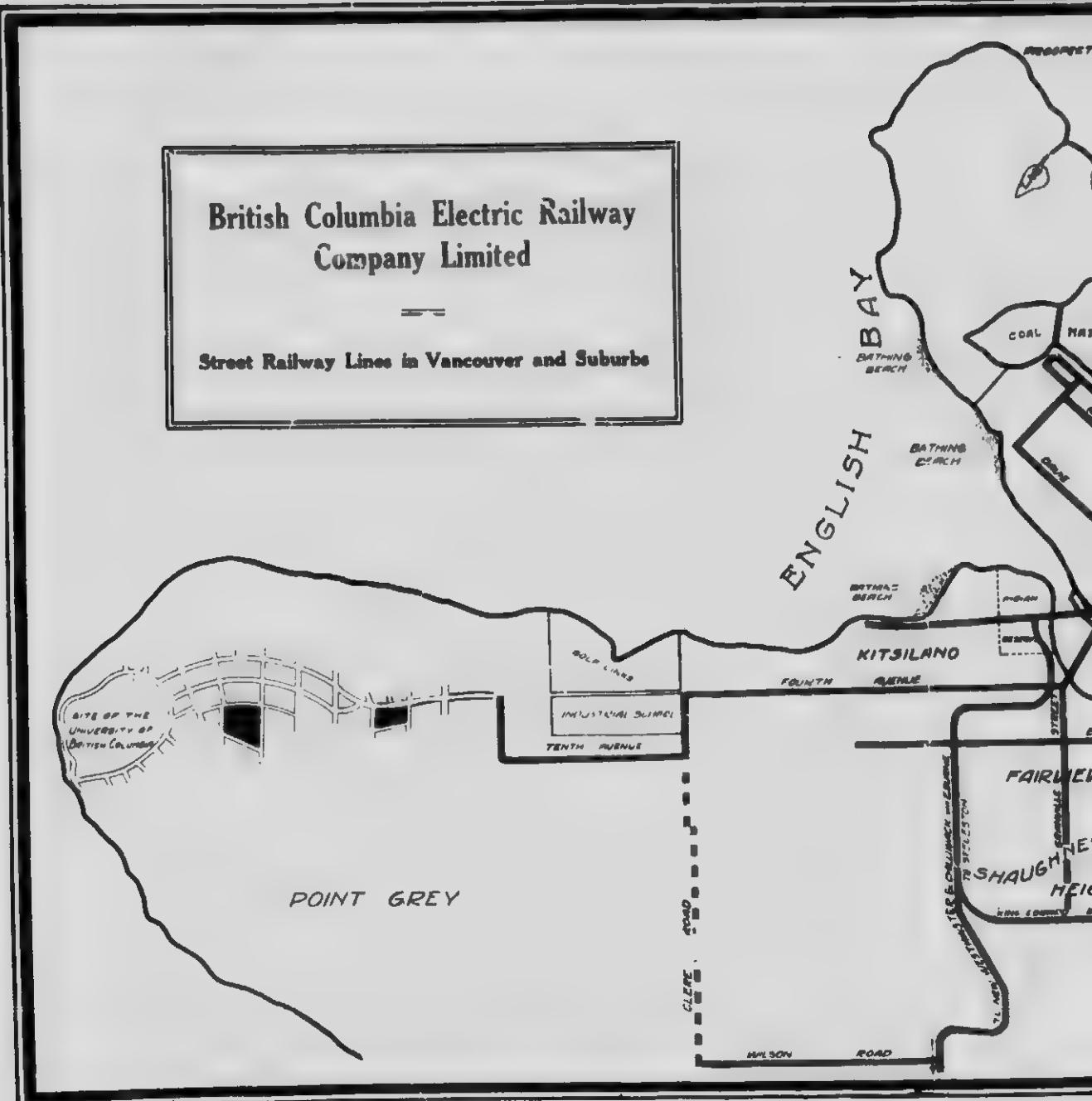


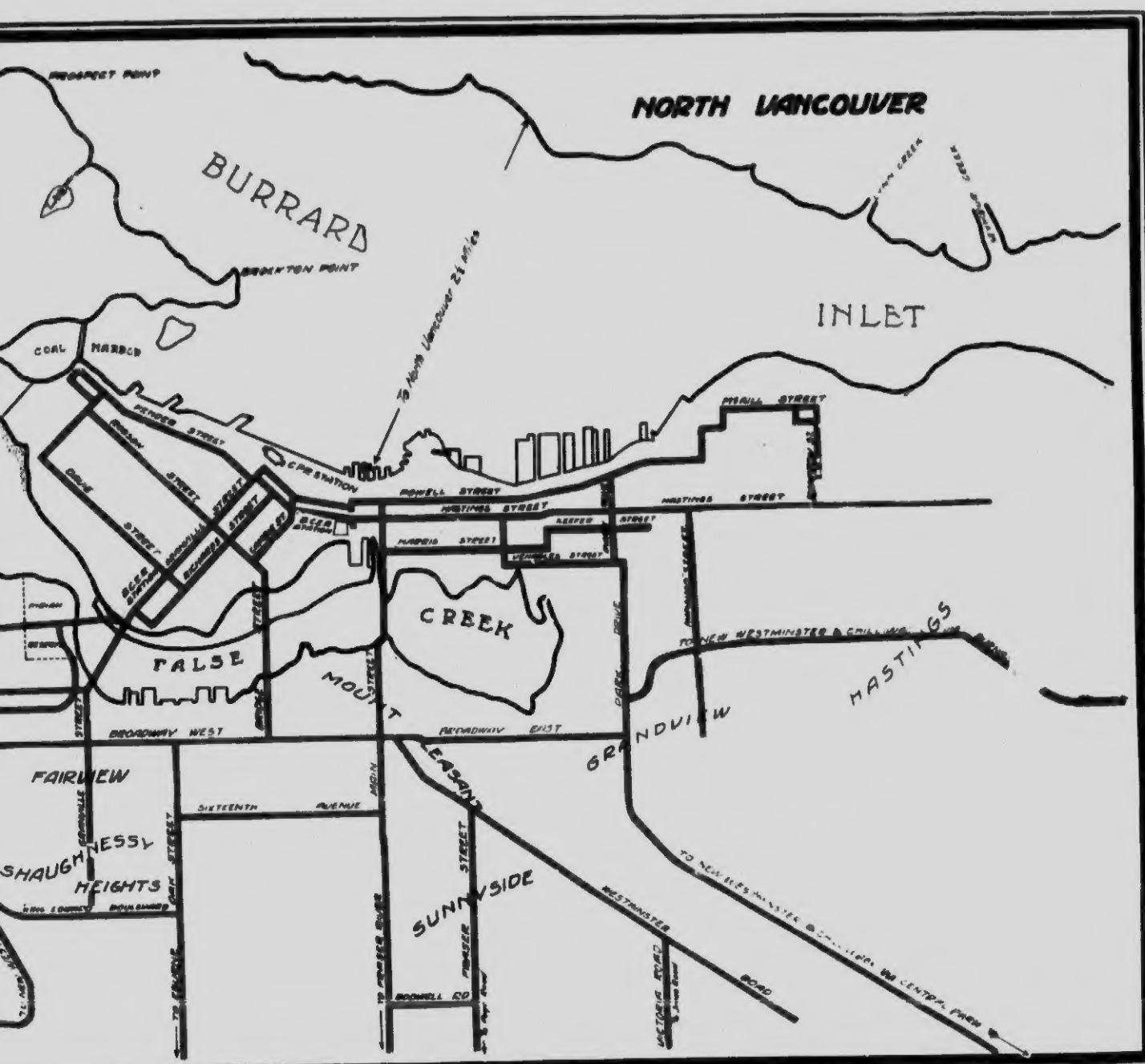


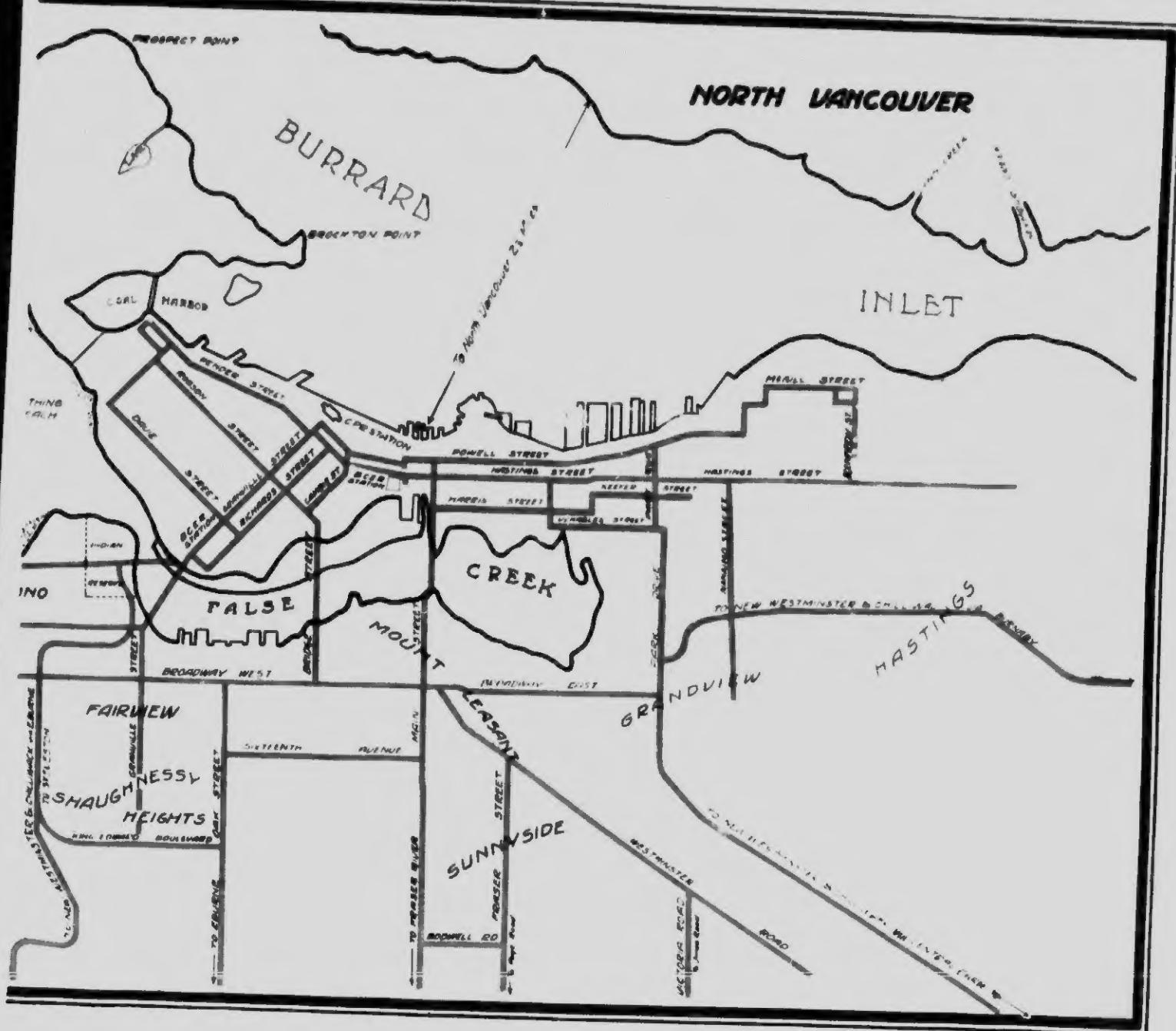


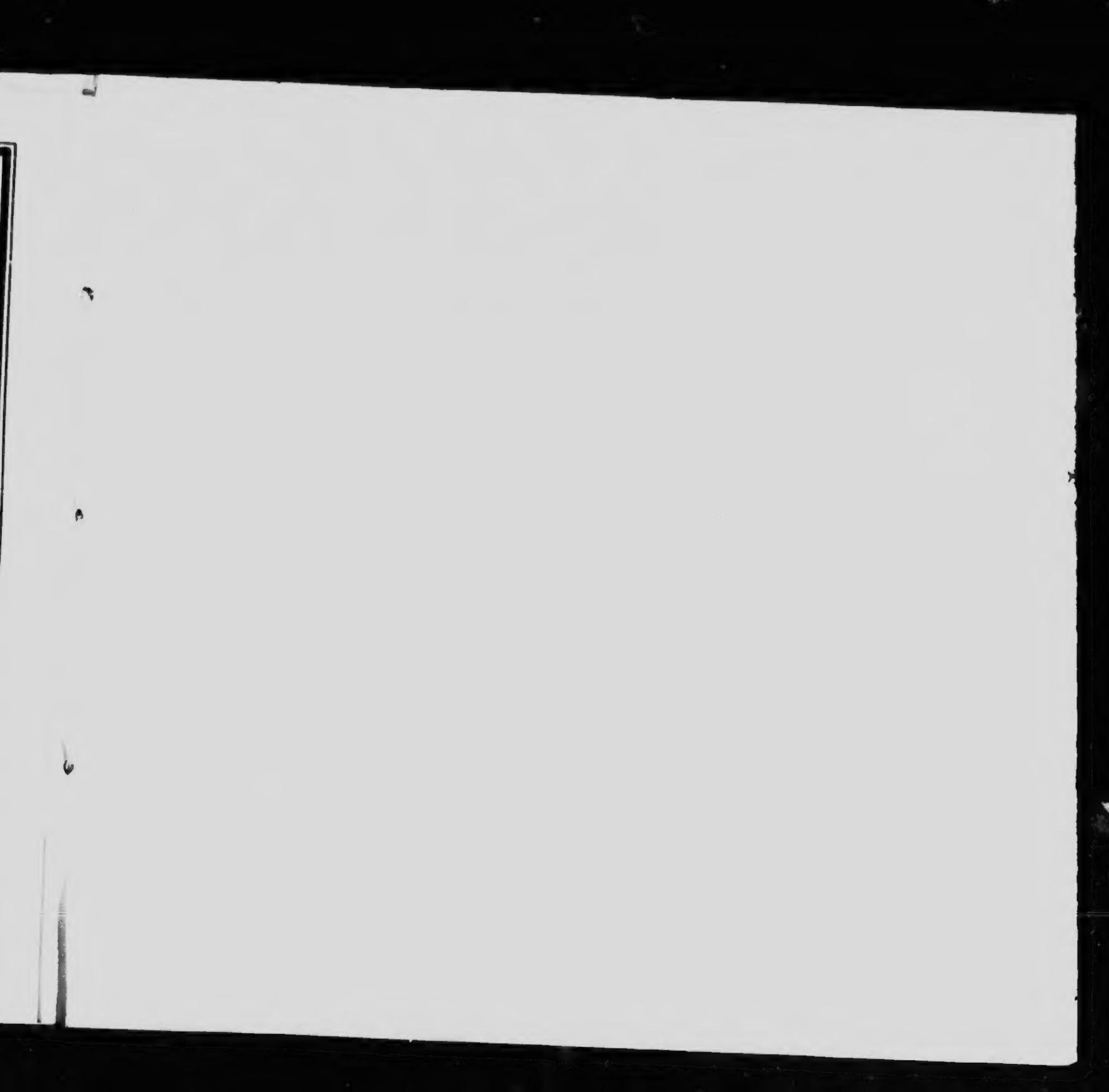
**British Columbia Electric Railway
Company Limited**

Street Railway Lines in Vancouver and Suburbs









Saturday Sunset Pressed
Vancouver, B.C.